APPENDIX A
ROAD DESCRIPTIONS

ROADS INTERCHANGING WITH OR CROSSING THE DULLES GREENWAY

Route 7/15 Leesburg Bypass: The Leesburg Bypass exists as a four lane divided, controlled access facility between Route 15 South and Route 7 East in the vicinity of the Dulles Greenway interchange. It is planned to become a limited access highway. The Bypass is a primary arterial within the corporate limits of Leesburg.

Tolbert Lane (old Route 654): Currently a two lane facility, Tolbert Lane's collector road function is planned to be replaced by the Battlefield Parkway, which will be on a new alignment. A bridge across the Dulles Greenway has been constructed as part of initial Dulles Greenway construction. Tolbert Lane is located within the corporate limits of Leesburg.

Battlefield Parkway: Battlefield Parkway is planned as a six lane divided facility with interchanges at the Dulles Greenway, Route 7, and Route 15 north of Leesburg. The Parkway will be primarily located within the corporate limits of Leesburg.

Route 653: Currently a two lane unpaved road, Route 653 will be initially constructed as a bridge over the Dulles Greenway. A future interchange with the Dulles Greenway is planned to accommodate this major collector facility on a new alignment. (See description for Crosstrails Boulevard).

Route 648: This two lane unpaved road will be realigned to intersect with Route 643 south of the Dulles Greenway as part of the planned Route 643/Route 648 bridge consolidation.

Route 860 Corridor: Proposed improvements include a new four lane divided corridor between Route 643 and Route 50 on a new alignment. This corridor is planned east of existing Route 860 and would serve as an important regional road connection between Route 50 and the Dulles Greenway.

Crosstrails Boulevard: This planned improvement includes a new four lane corridor on an improved alignment between the Dulles Greenway interchange at Route 653 and Route 7. Expansion capability to six lanes is planned. This connection will enable improved access for adjacent land owners and provide an important regional connection.

Route 704 Extension: Proposed improvements include a four lane divided road between the Route 653/Dulles Greenway interchange (Crosstrails Boulevard) and Route 15 at the intersection with Route 704. This will provide a direct connection between the existing Route 15/Route 704 intersection with the Route 653/Dulles Greenway interchange.

Airport Area Connector: Located east of the Dulles Greenway between Route 654 and Route 653, this planned connector provides access to land bays between the Leesburg Airport and the Dulles Greenway. This connector would prevent excessive cul-de-sac lengths in this area. This is planned as a four lane divided road.

Route 643: Presently a two lane road with unpaved sections, the alignment of Route 643 will be impacted by the construction of the Dulles Greenway. East of Goose Creek, Route 643 will be rerouted to the north, intersecting at Route 659 opposite the planned Ashburn Farm Parkway. The section between Route 659 and Route 772 at Ryan will become discontinuous, providing local access only. Route 643 will cross the Dulles Greenway at two locations, one immediately west of Goose Creek and the other immediately east. Route 643 west of Goose Creek is planned to become a four lane divided major collector road with an interchange at the Dulles Greenway/Route 643 intersection.

Route 659: Existing Route 659 is a two lane road with an interchange at the Dulles Greenway planned as a part of initial toll road construction. The interchange is planned with a future free flow design. Designated as both a major collector and a minor arterial, Route 659 is planned to become a four lane divided facility with expansion capability to six lanes.

West Spine Road: Portions of the West Spine Road are currently under construction. This major collector road is planned as a four lane divided facility with expansion capability to six lanes. A diamond interchange with the Dulles Greenway is planned as a part of initial toll road construction.

Route 625: This existing two lane facility will bridge across the Dulles Greenway. Route 625 is planned to be realigned between Route 659 and the Dulles Greenway as a part of the planned Broadlands development project. East of the Dulles Greenway, the corridor is planned as a four lane undivided facility, and will intersect with the Ryan Bypass.

Route 772: Currently a two lane road, Route 772 will interchange with the Dulles Greenway as a part of initial construction. The collector road function of Route 772 and its interchange with the Dulles Greenway is planned to be replaced by the future East Spine Road.

East Spine Road: The East Spine Road is planned as a four lane divided facility with expansion capability to six lanes. This major collector road will be an extension of the existing Ashburn Village Boulevard. Conversion to a single point urban diamond interchange is planned when greater capacity is required at the initial modified diamond interchange.

Transit Connector: There is a proposed connector across the Dulles Greenway between the Route 772 and Route 607 interchanges for the purpose of accessing a future high speed transit station on or adjacent to the Dulles Greenway. A four lane facility serving primarily transit vehicles is anticipated.

Route 607 Extension: No road currently exists at this location. An extension of Route 607 is planned, with a modified diamond interchange at the Dulles Greenway. This major collector facility is planned to extend into existing Route 772 and continue west to Route 659. It is proposed as a four lane divided road with expansion capability to six lanes. Conversion to a single point diamond interchange is planned when greater capacity is required.

"LPC" Loop Road: There is a proposed loop road across the Dulles Greenway between the Route 607 interchange and the Broad Run, as approved in the Loudoun Parkway Center development project.

Route 606: Present Route 606 is a two lane major collector road, with improvement plans to a four lane divided facility. Route 606 will interchange with the Dulles Greenway as a part of initial Dulles Greenway construction. The modified diamond interchange is planned for conversion to a cloverleaf design to accommodate increased traffic volumes.

ROADS PARALLEL TO THE DULLES GREENWAY

Route 643/640/625: The Route 643/640/625 corridor is nearly completed as a four lane divided facility with expansion potential for six lanes. This road will serve as a major collector road between Route 659 and Route 28. At Route 659, it will align opposite Route 643 to provide a continuous corridor to the Leesburg area for local traffic.

Route 625: The road is planned to be four lanes undivided from the Dulles Greenway to east of the Ryan vicinity, where it will intersect with the Ryan Bypass. The Route 625 corridor is intended primarily as a local access collector road with a reduced design speed.

Ryan Bypass: The Ryan Bypass will be a new corridor that extends from Route 659 as the proposed Broadlands Boulevard, across the Dulles Greenway into a short section of existing Route 643, pass north of Ryan, link to Route 625, and connect into the proposed Iverness Boulevard. The Ryan Bypass will serve as a major collector road and is planned to be a four lane median divided facility.

Route 643: At its eastern end, Route 643 will parallel the north side of the Dulles Greenway as a four lane divided facility between Route 625 and the LPC Loop Road.

Route 621: This is a two lane major collector secondary road which connects Leesburg and Route 606 in the vicinity of Dulles Airport. Future improvements to Route 621 would make it a four lane divided facility.

Route 640/625: The Route 640/625 corridor is nearly completed as a four lane divided facility with expansion potential for six lanes. This road will serve as a major collector road between Route 659 and Route 28. At Route 659, it will align opposite Route 643 to provide a continuous corridor to the Leesburg area for local traffic.

Route 645: Existing Route 645 is a short, unpaved dead-end road. Planned improvements would create a four lane divided facility from Route 659 to the east, extending south after its intersection with the East Spine Road, and crossing the Broad Run into Route 606 via Westwind Drive. This new corridor will serve as a major collector road.

East/West Spine Road Connector: A short connection between the Transit Connector and West Spine Roads is proposed south of the Dulles Greenway to provide continuity in the parallel road concept. It is being planned as a four lane divided facility.

Route 642: Located north of the Dulles Greenway, two lane Route 642 is planned to be improved to a four lane undivided road between Route 659 and the West Spine Road. East

of the West Spine Road, Route 642 will transition into a two lane facility into the old village of Ashburn.

OTHER ROADS IN THE TOLL ROAD PLANNING AREA

Route 641: Through the old village of Ashburn, Route 641 is planned as a two lane facility. South of Ashburn, Route 641 will transition into a four lane undivided road and continue south to intersect with existing Route 625.

Route 653: This facility is planned to become a four lane collector facility, connecting with the proposed Route 643/860 corridor at the Dulles Greenway and continuing north to Route 7 on the existing alignment. With a new Crosstrails Boulevard interchange, it is unlikely that this facility will have direct access to Route 7 in the future.

North-South Connector: A connection between the Route 704 Extension and Route 621 in the vicinity of the Woods Road is proposed south of the Dulles Greenway to provide local access with a potentially realigned Route 771 (The Woods Road). This will enable a connection to Route 15.

Miller Drive Extended: An extension from existing Miller Drive at Route 643 to Crosstrails Boulevard is proposed in order to provide access to the land area east of Route 643. This road is proposed as a four lane divided facility.

Kincaid Boulevard Extended: This facility is proposed to extend south from the Town of Leesburg to Miller Drive Extended in order to provide a logical connection in this area. It is planned as a four lane divided facility.